

# IEA Aviation Conference

## Air Transport - No Future!

The Aviation Industry is not exactly known for its subtlety. After all, an industry responsible for the biggest growth in carbon emissions is hardly likely to pull its punches - its longevity relies upon the public sidelining the issue of climate change in favour of cheap flights and package holidays.

So when the top people at the biggest airline companies meet, its hardly surprising that sustainability and carbon reduction is not top of the agenda. But looking at the itinerary for the IEA's 2005 Aviation Conference you could be forgiven for thinking that we were still living in a pre-climate change economic paradise. According to the brochure, the Future of Air Transport is all about "Reducing costs and maximising revenue in a dynamic and competitive industry" runs the tagline - and that leaves no room for climate change...

The conference organisers, the Institute for Economic Affairs, are a right-wing think-tank, with oily links to the International Policy Network and other Esso-funded skeptic groups. Together with sponsors such as Airbus and Fujitsu, they have brought together over 300 delegates, including "CEOs, Chairmen, Board Members and Senior Executives from over 25 countries".

The conference takes place from the 28th - 30th November in the Waldorf Hilton London on Aldwych, near Holborn Underground station. But on Tuesday night, the IEA has laid on a Gala Dinner atop one of London's most iconic landmarks - Tower Bridge Walkways, spanning the River Thames.

London EF! and a coalition of local airport activist groups and members of Airport Watch, HACAN Clear Skies, No Third Runway Action Group (NOTRAG) and grassroots climate change activists have come together to raise a stink and confront the delegates with the effects of airport expansion and climate change. They have asked activists to meet on Tower Bridge at 6pm, dressed in Black Tie, and to "bring business cards and prepare to network" with the conference delegates.

The IEA Conference takes place at the Waldorf London Hilton, from Monday the 28th to Wednesday the 30th of November, 2005. Monday is a half-day session on Air Freight.

The Gala Dinner takes place on Tower Bridge Walkways. Meet at 6pm on the Bridge. Dress: Black Tie.

For more information, visit [www.planestupid.com](http://www.planestupid.com) or contact [info@planestupid.com](mailto:info@planestupid.com)

The Earth First! Action Update can only exist with your help. If you have articles, information on actions or campaigns, or wish to help out financially, contact the editors at [actionupdate@hushmail.com](mailto:actionupdate@hushmail.com)



### Upcoming Events

22nd October - Anarchist Bookfair, London Voluntary Sector Resource Centre, Hollaway Road, London

23rd October - Freedom to Protest Conference, Resource Centre, 356 Hollaway Road, London

25th October - London Critical Mass, 6pm under Waterloo Bridge

5th November - 400th Anniversary of the Gunpowder Plot!

28th-30th November - IEA Air Transport Conference, Waldorf Hilton London, see left or visit [www.planestupid.com](http://www.planestupid.com)

3rd December - Campaign Against Climate Change international march, 12pm Lincoln's Inn Fields, London. [www.globefox.com/cacc/](http://www.globefox.com/cacc/)

### Critical Mass - Shutdown!

At the last London Critical Mass, at the end of September, police issued warnings to participants, stating that Critical Mass was an 'unlawful protest' and have threatened anyone taking part in future Masses with arrest.

A call has gone out for a massive show of support at the next Critical Mass, on Friday 25th October at 6pm. See [www.criticalmasslondon.org.uk](http://www.criticalmasslondon.org.uk).

### What is Earth First!?

Earth First! is not a group with members but rather a movement of Earth First!ers. Based on the idea that the earth is not dying but is being murdered, Earth First! is a network developed to take action to stop the murderers. Earth First!ers act out of a burning rage at the abuse of the earth, and do not have any paid staff or hierarchy. Instead, ideas, strategies and tactics come from individuals, and decisions are made within affinity groups.

Earth First!ers reject capitalism and industrialisation, and believe instead in wilderness for its own sake. As such, we take direct action and civil disobedience in defense of wild places and life processes. There is a broad diversity of people within Earth First! including followers of Gandhian principles as well as monkey-wrenchers, drawn by the non-hierarchical nature of the movement, and the 'no compromise' priorities of Earth First!ers, whose motivation is simply informed anger in defence of planet earth.

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### Earth First! Action Update

"Thoughts ran in me that words and writing were nothing and must die.  
For action is the essence of all and if thou dost not act, thou dost nothing." - Gerrard Winstanley

# Hummer-Time!



IF THE CEOs of all the most conniving corporations got together with the generals of all the least reputable armies and the most devious advertising executives, all for the purpose of creating the biggest, boldest, mile-high-letters-of-fire insult to all of their green, leftist, anarchist, or just plain humanitarian critics, they would give up through disappointment at being unable to match the sheer, brazen fuck-offness of the SUV.

SUVs are begging for it. No other target is as accessible, as unnecessary, as bound up with capitalist notions of status and superiority, as aggressively individualist in its manners, as dishonest in its marketing, as military in its provenance, and as spectacularly vulnerable to pressure in all sorts of different ways. There's no question that these things are bound to get trodden into history by an outraged army of monkey-wrenchers. It's inevitable; it's necessary and it's so very, very easy. So why isn't it happening?

It's not just EF!AU which is braced for a tidal wave of direct action to sweep SUVs from our streets. Even their owners can feel the storm coming; some of them think it's already arrived and only luck and vigilance have saved their beloved septic tanks from the attentions of the envious masses. The situation is so perfect it is difficult to believe we're not already there, but we're not.

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### Disrupt IEA Conference on Air Transport - 28th-30th November!

DISCLAIMER: the Earth First! Action Update is for entertainment purposes only. The views expressed are not the views of the editorial team.

There has been grassroots activity; groups have come together and produced leaflets and handed them out outside schools, and received much media coverage for their efforts. There have also been direct actions; Greenpeace closed down the Range Rover production line for a day in May, six months after the grassroots had made the issue a hot topic. But this highlights the glaring absence of Earth First!ers, or anyone resembling us, from the issue.

Each SUV is a tank mobilised against the environment, and there's probably one on your street. It might look big and scary, but it's as weak as a kitten. No fences, no CCTV, no guards; they are already under attack and looking weaker by the day. Ford and General Motors have both seen their stock tumble, and the financial papers have attributed it to falling demand for SUVs due to rising oil prices. Politicians have identified them as a safe target for when they want to look green. Their claims of offering increased safety have been discredited and they are attracting increasing hostility from the general public, a minute fraction of which might even be on environmental grounds.

The direct action has already begun. In January, thirty SUVs in Somerset had their tyres slashed. There are depots around the country, dealerships in every town, and an SUV parked right up your street. What more do you want? An invitation?

NB. The perfect target is a large, new, expensive four-wheel drive clearly designed for urban use.





# A Year In Actions

Radical eco-activists have had another busy year defending the wild, despite involvement in setting up social centres, shutting down arms dealers and animal abuse centres, and taking action on those profiting from the wars in Iraq and Palestine. And that's not to mention the time and energy that's gone into mobilising against the G8.



Sainsbury's have been a target again in the last year for importing GM animal feed. Actions against the supermarket came hot on the

heels of the decision by GM-giant, Bayer, to withdraw from Britain their only GM crop to have received government approval for commercialisation. As reported on IMC, "When a government announces commercialisation of a GM crop, and then three weeks later, the very large multinational company responsible withdraws it from commercialisation, it would be a fair assumption that someone, somewhere, has put a spanner in the works."

Climate Change group, Rising Tide, carried out a four day occupation of the trees outside BP Headquarters in London. ExxonMobil (Esso) have stopped their graduate recruitment fairs at universities, since every single one was disrupted by student activists. There have been numerous Critical Mass cycle-rides through cities across the country, including when the G8 Environment Ministers met in Derby where ten cyclists were arrested.



The protest camp established in 1999 at Nine Ladies stone circle in the Peak District National Park, in Derbyshire, is still in existence, with tree houses and tunnels in place to stop the quarrying. Peat digging equipment has been sabotaged at Chat Moss near Manchester, and at another site near Bristol. Turbo-engine peat cutters and a caterpillar tracked excavator were amongst the machinery destroyed.

Eleven activists invaded and occupied the Icelandic Embassy in London in December, to protest the construction of the Karahnjukar dam, in one of the last remaining areas of true wilderness in Europe.

Eight miles south of Edinburgh is Bilston Glen protest site, where activists are occupying an area of woodland to protect it from the construction of a private road which is to be built by a company with links to the GM industry.

There were a series of anti-road actions by local people, including when two people chained themselves to bulldozers to stop the construction of Linslade bypass. A campaign network has

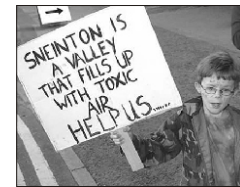
been formed in Scotland – the Joint Action against the M74 (JAM74) – and has launched a "Beat the Bulldozers" pledge. It took specialist police climbers and tunnellers to remove activists who set up camp to protect endangered species and beautiful woodlands at Blackwood in South Wales.



So where now for Earth First!? In January 2004, New Scientist reported that a major study found that a quarter of all plant and animal species could be driven to the brink of extinction by 2050 due to human-induced global warming. The world's poorest people will also be amongst the worst affected. Mayer Hillman, who lost members of his family during the Holocaust, outlined the scale of the threat when he commented, "Six million died, but... the survival of entire future human generations is now endangered by global warming."

Faced with the huge threat from global warming, the ecological movement must be willing to take direct action to physically prevent emissions from occurring. Since transport is the only area in which greenhouse gas emissions are continuing to rise, with all other energy users becoming more efficient or declining, it is time for us to focus again on air traffic, roads and SUVs.

A three-pronged attack on these issues is not only urgently required, but would be feasible, justified and well-timed. Earth First! activists dramatically altered the entire so-called "roman style" road building schemes of the early 1990s by taking direct action to damage road building equipment and occupy the woodlands through which the roads were to pass. The potential and the need is there to do it all again, since Tony Blair has outlined plans for 200 new roads, totaling more than 4000km, across the country – plans to rival those of the previous Tory governments'.



We've seen the success of the anti-GM actions, where crops and laboratories were destroyed. Not only was immediate ecological damage halted, but the commercialization of such crops failed. Similar successes can be observed in the animal rights movement where laboratories have not been built and in the Ploughshares movement where fighter jets have been grounded. The government is laying out its plans for new or expanded airports and a series of new road constructions are underway. SUVs are becoming the latest fashion trend. We should start laying out our own plans. Everyone knows what the problems are and we can't sit around and wait for others to stop them.

# Dying For A Shit

Throughout South America, native people such as the Guarani are fighting for the right to live on their traditional lands. Since the settlers from Spain and Portugal arrived the Indians have struggled to maintain their way of life against the force of civilisation. In what is seemingly a continuation of the genocide which followed this European invasion, the Guarani way of life is currently under threat so that corporations such as Proctor & Gamble can grow cheap eucalyptus for paper pulp to produce scented toilet paper for sale here in the West.



Loggers, ranchers and 'developers' are removing people from their traditional lands, often killing them in the process, and forcibly resettling them in mass reservations. Resistance to

this process has been constant, but with little support from the outside world and against great odds they have unsurprisingly had little success.

Suicide, a recent phenomenon amongst the Guarani has, according to the World Health Organisation, reached epidemic proportions: between 1986 and 1999 there were 304 recorded suicides, and more than one per week in 1995. This suicide rate is 40 times that of Brazil, and the vast majority of these suicides are occurring among 8-25 year olds.

In October 2002 Lula, head of the Partido dos Trabalhadores (Worker's Party / PT) was elected President of Brazil. Whilst the PT and its supporters in the West hailed this as the dawning of a new era in Brazilian politics, the reality for the Guarani is quite different. Lula has continued with his predecessors' policy of opening up the rainforests and Guarani heartland to Western corporations, destroying in the process the lives of the workers, landless peasants and particularly the indigenous Indian population.

In 1999 Marcos Veron, a Guarani tribal leader, began to lead groups of Indians in reclaiming their traditional lands.



In April 2000, 2,000 Indians met to commemorate 500 years of indigenous resistance. The conference centre was raided by 200 military police, armed with machine guns.

In November 2002, in a landmark decision, the Brazilian Ministry of Justice returned an area of land known as Cerro Marangatu to 400 Guarani Indians.

In January 2003 Marcos Veron was killed leading a group of Guarani attempting to reclaim their lands.



On December 22nd 2003, 3,000 Guarani took over 14 ranches in Matto Grosso do Sul. 300 armed ranchers attempted to reclaim the land on January 21st; 10 days later the Indians withdrew from 11 of the ranches, retaining control of the 3 largest farms.

On April 16th 2004 around 100 Guarani Indians occupied the regional administration of the National Foundation of the Indian (FUNAI), saying: "The aboriginal community is tired of waiting patiently and decided to act in a more incisive form so that the FUNAI takes the necessary steps to guarantee our right to our traditional land".



In September 2004, 800 Guarani from the Guyraroká community moved back onto their land under cover of darkness. Traditionally Guyraroká was an important spiritual centre for a number of Guarani communities.

As of January 2005 the Cerro Marangatu community (numbering 90 families, about 400 people) faces a brutal eviction from their reclaimed, traditional lands. They have decided to resist the eviction.

## Information for Action

The Brazilian Embassy in London can be found at:  
32 Green Street  
W1K 7AT.

The Proctor & Gamble HQ can be found in Surrey, at:  
The Heights  
Brooklands  
Weybridge

For more information, contact [t\\_yotanka@yahoo.co.uk](mailto:t_yotanka@yahoo.co.uk)

## Undercurrents

Undercurrents was part of the coalition which stopped Swansea airport from expanding on the Gower peninsula. Thanks to community video screenings, a few city centre demonstrations, subverting and some high profile direct action training, the millionaire owner was forced to shelve his plans. In June 2005 Undercurrents release Reach for the Sky - a video and a booklet supporting activism on aviation and climate change - from pie throwing to runway blockades. For more information, contact Undercurrents on [www.undercurrents.org](http://www.undercurrents.org), [infor@undercurrents.org](mailto:infor@undercurrents.org) or on 01792 455900.

## RIP Sebastian Briat

Sebastian was a 23 year old anti-nuclear activist who chained himself to the train tracks on the route between a nuclear storage site in Gorleben, Germany and Le Hague reprocessing plant in France to stop the transportation of toxic waste. He was hit by the train and killed.



# Skeptic Tank

In the run-up to the G8 Summit at Gleneagles in July, climate sceptic groups working on behalf of the fossil fuel industry are desperately trying to get their claws into the UK media. They want to keep the debate on global warming at a stage where the public perceive the facts to be uncertain about the science, and thereby prevent the discussion from moving into action to combat climate change. The very same lobbyists used similar tactics on behalf of the tobacco and biotech industries in the past.

The International Policy Network (IPN) is a 'professional' lobby group, and is the most infamous climate sceptic group currently working in the UK. Named to sound like Peter Mandelson's 'Policy Network,' last year the IPN received \$50,000 from Exxon Mobil (Esso). The group has also set up Bureaucrash, found at [www.counterprotest.net](http://www.counterprotest.net) to encourage 'young people' to support 'free trade' through activism, and to undermine the environmental movement.

The sister organisation of the IPN is the Competitive Enterprise Institute (CEI) which received over \$600,000 from Exxon in the last few years alone. The CEI's Director, Myron Ebell, Bush's global warming advisor, went on the BBC Radio 4 Today Programme to describe climate change as a "conspiracy theory thought up by the EU to hamper American competitiveness" and called Sir David King, the UK government's chief scientific advisor, "an alarmist" for warning that global warming is a bigger threat than terrorism.

Both groups are linked to the George C. Marshall Institute which has received over \$300,000 from Exxon. There are many more of these sceptic groups, mostly in the US, funded largely from Exxon's 'Climate Change Outreach Programme.'

In November 6 EF! activists dressed up as freelance journalists and gate-crashed the release of the IPN's latest report, entitled "The Impacts of Climate Change: An appraisal for the future" at their London offices. The group sat calmly through a lecture in which a disgraced former-head of INQUA implied environmentalism was akin to Stalinism, and an orthodontist waxed lyrical about malaria. They then proudly congratulated the IPN for its sterling work on behalf of ExxonMobil, turning the intimate meeting into chaos, as the embarrassed stooges tried to usher them out the door.

## Information for Action

The IPN can be found in London's Covent Garden, at:  
The Third Floor  
Bedford Chambers  
The Piazza  
Covent Garden  
WC2E 8HA  
Call them on: 0207 8368750  
[www.policynetwork.net](http://www.policynetwork.net)  
More information: [www.exxonsecrets.org](http://www.exxonsecrets.org).

# Art Not Oil 2005

While Exxon spends millions on dodgy scientists, and Shell talks at Greenpeace conferences, BP sponsors cultural events in an attempt to associate itself with the finer things in life. Activists from the Rising Tide network have dedicated themselves to holding BP to account, and each year hold an event to highlight the reality behind the greenwash facade.

Art Not Oil 2005 started on 9th June, with the opening of an exhibition in a London social centre. On 13th June an event was held outside the National Petroleum (Portrait) Gallery, as activists confronted attendees of the BP-sponsored National Portrait Awards with the damage wrought by climate change.

Art Not Oil is about to embark on a nationwide tour, starting with exhibitions in Edinburgh during the G8, returning to London to appear at Oxford House, Bethnal Green during August, before heading to Bristol, Sunderland and other cities later in the year.

You can still enter artwork into the exhibition; information is on the Art Not Oil website.



## Information for Action

For more information on Art Not Oil, contact [www.artnotoil.org.uk](http://www.artnotoil.org.uk) or [info@artnotoil.org.uk](mailto:info@artnotoil.org.uk). If you would like to get involved with the national tour, or if you know of a location which could host an event, contact Rising Tide on [london@risingtide.org.uk](mailto:london@risingtide.org.uk).

# GM Round-Up

Due to a seriously long-running and successful campaign, GM crops are not being commercially grown in the UK and cannot be for several years, and consistent polls show 80% of the public are opposed to the technology.

On March 31st 2004, in a major win for us, Bayer withdrew from the market in the UK the only crop which got government approval – their GM Maize, Chardon LL. Any crop that is submitted for government approval will have to go through years of appeals and government processes.



However, there is a real need for vigilance. GM animal feed is still being imported into the UK, and is sneaking into the food chain via the backdoor. Supermarkets like Sainsbury's use the animal feed for their dairy cattle.

Last year, EF! activists and concerned farmers blockaded Sainsbury's distribution depots up and down the country. In January this year, activists glued up locks, smashed windows and painted slogans such as "No to GM Milk" and "End GM Imports" at local stores in London and the north of England.



Bristol were blockaded by activists. According to one court case that arose, Sainsbury's lose £100,000-£150,000 per hour per depot that is blockaded.

In February, Sainsbury's distribution depots in Merseyside and

In March, three tonnes of GM-free soya feed was dumped on Sainsbury's HQ by disgruntled farmers. John Clark of the Small Farmers Association said "The public and farmers are united on this - GM is bad news, so when are Sainsbury's going to keep their four-year-old promise and help us get rid of it?"



There has been a week of action against the store during the middle of June. Sainsbury's head office in Holborn was visited by a variety of different groups, demonstrating the breadth of opposition to the store's use of genetically-modified maize. Groups attending varied from the Women's Institute serving tea and biscuits, farmers, ex-Environment Minister Michael Meacher, and seven naked cows.

Worried, Sainsbury's have brought out a trial run of non-GM milk in some of their stores but at a greater cost, and using unclear labelling tactics. A few more targeted direct actions might just push them over the edge...

## Information for Action

Contact GEN on [www.geneticsaction.org.uk](http://www.geneticsaction.org.uk).  
Contact ToGG on [www.togg.org.uk](http://www.togg.org.uk), or at [info@togg.org.uk](mailto:info@togg.org.uk).

Call Sainsbury's and tell them why you won't be buying their milk, cheese or own-brand dairy on 0800 636262. Or pay them a visit in person!

# Nine Ladies 'Victory'

As the EF!AU prepared to go to press, news came in that the protest camp based at the Nine Ladies stone circle had won a partial victory over Stancliffe Stone, who had been fighting a legal battle to excavate the sites at Lees Cross and Endcliffe quarries. The Court of Appeal ruled that the sites should remain 'dormant', although they did not repeal the planning permission originally granted the company in 1952.

The power to prevent the sites' excavation now lies firmly with the Peak District National Park Planning Authority, and Lord Edward Manners of 'Hannon Hall', who owns the land on which the stones are situated. The land can still be mined, so long as the Planning Authority and Stancliffe Stone can agree on 'modern environmental conditions', but the Authority still retains the power to revoke the original planning permission.

The campers have asked for letters to the Authority, suggesting that the land be protected from excavation permanently.



## Information For Action

Contact the Peak District National Park Planning Authority on [www.peakdistrict.org](http://www.peakdistrict.org), [aldern@peakdistrict.gov.uk](mailto:aldern@peakdistrict.gov.uk) or 01629 816200. Or write to them at:

Aldern House  
Baslow Road  
BAKEWELL  
Derbyshire DE45 1AE





# Down That Road Again?

Is the formation of Road Block to mobilise opposition to the latest round of road schemes just a retro step backwards, or is it essential to make new roads the focus for action once again, this time with added urgency as a result of climate change?

Road Block has formed to provide support and advice to the numerous community groups opposing roads. Although the direct action of the 90s hogged the headlines, the movement that lead to the defeat of the roads programme couldn't have happened without the solid foundation of the Alarm UK alliance of local groups. Road Block aims to build up that solid and confident base of support again. There are currently over 200 planned or proposed road schemes and potentially many more on the way as the 5 year local transport plans are being drafted. Many protected sites and national parks are under threat, as billions of pounds will go into the destruction of the countryside.



Road Block also hopes to play a crucial role in fighting climate change. Transport is the only source of CO<sup>2</sup> emissions in the UK to be rising. Emissions from transport currently amount to 25% of the total, and that figure is predicted to increase to become the largest source of emissions to (30%) within the next few years. Transport is therefore the key sector to target.

Over consumption is central to this problem. There are few cop-out techno fixes here – not enough to make a real difference anyway. If we are to tackle transport emissions, we have to get out of our cars, and stop flying - simple as that. Transport is the area in which everyone has to face the facts - we have to change our behaviour, if we are not to change the climate!



Direct action ups the ante, and plays a vital part in the necessary spectrum of protest that can all contribute to getting a road stopped.

Many road schemes are at the early stages where they are easiest to defeat.

Rather than waiting until the last moment to kick off direct action, by which time we have lost, we currently have an opportunity to stop the roads using direct action before the bulldozers arrive!

Recently a public inquiry was disrupted until the local residents were granted their demands for a postponement. The Transport Minister was 'pied' when he attended an aviation industry launch, as part of the long battle by residents to stop the expansion of Heathrow airport. Jam74, opposing the M74 motorway in east Glasgow, won the Public Inquiry. The Scottish Executive overturned the decision and gave the go ahead. Direct action is promised.



In the 1990s we were firing on all cylinders (forgive the pun). Whilst CPRE (Campaign for the protection of Rural England) and others were producing devastating reports, FoE were changing the political climate, Alarm UK were

uniting and radicalising the community groups, and the incredible direct action taken by Earth First!ers was the spark needed to create a big bonfire of change.

We all worked our separate ways (in the case of EF! and FoE, there was often a very antagonistic relationship that more or less healed at Newbury) but we were all aiming our fire in the same direction, and the fragile unity managed to hold together, with spectacular results. Within 5 years we had seen off the entire roads programme.



Single issue campaigning is never as simplistic as it sounds. Anti-roads campaigning is more than just about opposing roads. It is a way for people to get involved with something 'tangible' that affects them directly. It is a way of making global warming a real, rather than an abstract issue. It makes people confront their unsustainable lifestyles. It helps people form a relationship with their local landscape, and appreciate their local environment. When you are fighting car culture, you are also opposing wars for oil, instant-gratification junk culture, ecologically damaging global food distribution... When you see how determined the authorities are to push through major infrastructure projects, and the way in which process has been stitched up from the start - your eyes are opened for ever!



Aviation and roads campaigning are critical in the biggest battle of our time – to achieve the real changes necessary to tackle global warming. The airport groups are solid under the umbrella of Airport Watch. Roads groups are just starting to unite and learn. Direct action is vital is we are to achieve change, but we need to work in alliance. Through working together, we can win.

Becca Lush, Road Block

## Information For Action

For more information, contact Road Block on [www.roadblock.org.uk](http://www.roadblock.org.uk) or [office@roadblock.org.uk](mailto:office@roadblock.org.uk). You can also contact Road Alert on [www.roadalert.org.uk](http://www.roadalert.org.uk).

# Airport Watch

Protest against airport expansion is growing all the time. Already there have been a number of actions, including two on the construction site of Heathrow Terminal Five; one of which involved protesters spending the best part of a week high up a crane on the site. Recently, Alistair Darling, the Secretary of State for Transport, was pied with carrot cake when he attended the launch of Future Heathrow, an industry pressure group lobbying for further expansion of the airport.

It is not surprising that these actions are taking place. The Government is planning to treble the number of passengers using UK airports over the next 30 years. That could involve building five new runways. It would also mean a significant increase in flights at every airport in the country.



The environmental effects of this sort of expansion would be disastrous. CO<sup>2</sup> emissions from aircraft would double meaning that by 2030 nearly half of the UK's emissions would be from planes.

But the new runways would also destroy ancient woodlands and special habitats, knock down historic buildings and people's homes and, of course, make the noise even more unbearable for the people living under flight paths. And although the focus is on the new runways, flights continue to increase at all airports. The big rise in budget flights, which tend to use the smaller airports, has seen flight numbers soar at places like Coventry, Liverpool, Manchester, Luton, Norwich and Newcastle.

This level of expansion has produced lively opposition from local community protest groups around the airports as well as from a number of the national environmental organisations such as FoE, Greenpeace, Transport 2000 and the Woodland Trust. The local protest groups and the national organisations have come together under the umbrella of Airport Watch to co-ordinate their opposition and to call for the Government to cut demand for air travel by taxing aviation fuel (at present tax-free) and putting VAT on plane tickets.

Although the local groups organise demonstrations, marches and rallies, direct action is new to many of their members. But there are signs that some of the people would now be up for taking more direct forms of action. They are getting angry and frustrated at the way that the authorities are ignoring their conventional campaigning.

So there are going to be big opportunities for direct action. The construction of the new runways - even at Stansted which is first in the firing line - is some years off. But there are a whole range of actions which can be taken now to unnerve the aviation industry and the Government: disruption of the glossy conferences which the industry stages; messing up the AGMs of the airlines; targeting the banks that are looking to finance the new runways; taking action to disrupt the day-to-day running of airports and airlines; invading the headquarters of the airline companies.

The ideal would be to work alongside local communities wherever possible. Some people in the local protest groups are up for learning more about direct action. People around Heathrow and in the Midlands might be especially keen.

It is direct action that the aviation industry fears. These days companies like BAA do 'corporate social responsibility' very well. They sponsor sports days for local kids under the flight paths, give money to schools and hospitals around their airports and are forever inviting their 'stakeholders' in for a coffee and a chat. Through this engagement with opposition groups, companies such as BAA feel they have a fair idea of how the groups are thinking and how far they would go in their protests. What they really fear is the people who won't talk to them. That's why direct action is such a threat to them. It is the unknown. It is something they can not control.

BAA's desperation to 'engage with' direct action activists led to surreal scenes in the foyer of Uxbridge Magistrates Court when the crane protesters were waiting for their court case. Two senior executives from BAA, standing out a mile in their smartly-tailored suits, tried to discuss aviation policy with the protesters.

It's time to give the industry a bit of what it fears. It's also the only wake-up call the Government will really listen to. For all Tony Blair's talk about climate change, Labour wants to steam ahead with its aviation expansion programme. What its friends in big business want, Labour delivers. The big expansion planned for the next 30 years is to cater for the top 10% of income-earners flying abroad for several weekends a year, often to their holiday homes in the sun.

AIRPORT	PROPOSALS
Birmingham	Second runway by 2016 subject to noise safeguards
East Midlands	Expand freight and passenger capacity
Edinburgh	Safeguard land for second runway
Gatwick	Safeguard land for possible second runway after 2019
Glasgow	Safeguard land for possible second runway
Heathrow	Third runway by 2020, subject to pollution limits
Liverpool	Expand terminal and lengthen runway
Manchester	Terminal expansion subject to noise safeguards
Stansted	Second runway by 2012

The community protest groups and the environmental NGOs are linking up with their counterparts in Europe. But the missing element so far has been a sustained programme of direct action. It's that which could stop Labour and the aviation industry in their tracks.

John Stewart, Airport Watch

## Information For Action

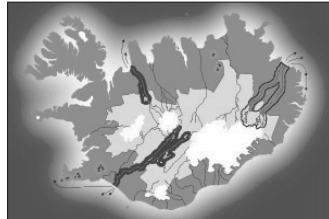
Airport Watch can be contacted on [www.airportwatch.org.uk](http://www.airportwatch.org.uk) or [info@airportwatch.org.uk](mailto:info@airportwatch.org.uk).



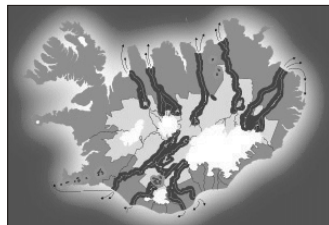
# Killing Iceland

Ecological activists in Iceland have called for action against a massive dam the government plans to construct in one of the few remaining areas of virtually untouched wilderness in Europe. The Karahnjukar dam is being built to provide multinational aluminium companies such as Alcoa, which provide equipment for the military industrial complex, with cheap energy. None of the power generated will enter the National Grid.

The majority of Iceland's people are against the construction, which was even opposed by the Icelandic government's own planning agency on environmental grounds. One other construction company, Norsk Hydro, withdrew from building an aluminium smelter in the eastern fjords of the country because they recognised the scale of the environmental disaster that it would inevitably cause.



2005



2020

Wildlife under threat includes pink-footed geese (inside a RAMSAR nature reserve of international importance which will be flooded), reindeer and many rarer species. Some scientists are warning that the dam could even affect the climate because the efficiency of Iceland's river systems in permanently removing carbon dioxide from the atmosphere will be reduced drastically. More worrying still - the project is just the beginning of wider plans to damn all of the main rivers in Iceland's highlands.

On November 26<sup>th</sup>, activists occupied the Icelandic Embassy in London to protest against the dams and to express solidarity with the Icelandic people who will be affected by the plans.



Activists in London are subverting Icelandic Tourism posters on the underground.

Environmentalists based in Iceland have organised an international protest gathering to encourage local and international direct action against the project. The Saving Iceland event started on the 21st July, and looks to be an excellent opportunity to visit Iceland and participate in some direct action.

As EFiAU was going to press, news came in that one British and two Icelandic environmentalists had been arrested for allegedly entering a conference entitled 'An Approach to Sustainability For A Greenfield Aluminium Smelter' and exposing the corporate greenwash by drenching the industry fat cats in green skyr (yogurt).

Olafur Pall, one of the Icelandic protestors arrested, said "Someone overheard a couple of the delegates talking in the toilets as they washed green skyr from their clothes. You know what they were saying? 'Iceland isn't safe for aluminium any more.' That's exactly the message we wanted to deliver to the international aluminium industry..."

## Information For Action

Contact Saving Iceland on [www.savingiceland.org](http://www.savingiceland.org) or [savingiceland@riseup.net](mailto:savingiceland@riseup.net).

# Roll Back The Tarmac

From an anonymous communique the EFiAU received:

Roads? The job this time is to destroy one of them. There have been great victories: we've got them cancelled, delayed and done shitloads of disruption. We've added millions to their costs for destroying the land and polluting the atmosphere. But we haven't stopped them. Road building goes ever on. And we need to reverse it.

It's no disrespect to anti-road activities past and present. I was there, I got cold, bored, elated, deflated, brewed up and bowled out. But I didn't realise then that humans in boxes driven by ancient technology called the internal combustion engine driven by fossil fuel are driving climate change. Slowing the rate of road building is attractive, but is it meaningful?

Signs, we need a sign. That we have too many roads, too much carbom. A sign to say "roll back the tarmac". Force change. Ruin the roads. "Road" did you say? - sooo 20<sup>th</sup> Century.

The target is the M6 Toll. The Blair government is going for a major road building programme. The private sector to buy-in. What if the private sector saw one such scheme ripped up?

It's already happening. Some activity, let's call it Level A, is already costing them. Cameras: a catapult or super-soaker with paint.

The private consortium, Midlands Expressways Ltd, are putting prices up for cars (June 2005). They are altering the signs. Let's help them. For the second half of 2005, cars can go free; for the first half of 2006, just add a line, so that £3.50 becomes £13.50.

Level B. Level B is to destroy it. Talking carriageways closed. Days of delays. Plans are in hand.

## Information For Action

The M6 Toll starts northwest of Coventry (M6 junction 3A) and rejoins the M6 southwest of Cannock (M6 junction 11A). The major routes on and off the Toll motorway are difficult to do; major toll collecting areas have staffed toll booths. Smaller exits have unstaffed booths, or else the sliproad built for staff to get booths becomes interesting. Look on the maps for T1 - T7. For example, SJ001078 is worth a visit.

# Linslade Bypass

We had tried to stop the £43 million road through a beautiful valley in the conventional ways, We had raised £8500 to pay for experts and a barrister for the Public Inquiry, and then tried to get judicial review. So when we heard via a mole that bulldozers would be coming in it was definitely the time for action. What should we do? Leighton Buzzard, near Milton Keynes, is not a hot bed of radicalism!

Then we heard of Road Block, indeed before it was even formed. Becca Lush talked to us and inspired us. A new world began to open up. She organised direct action training and mustered an amazing array of national and local press for our first demonstration and the launch of Road Block, which took place in the freezing cold of 6.00am on a January morning. This demonstration was a mixture of mothers and children, people from Greenpeace, activists from Oxford, and three van loads of police. We kept offering the police cups of tea and coffee and chocolate biscuits which completely disconcerted them and they went scuttling back to their vans.



It was two days later that they tried to start cutting down the trees.

We were standing beside lovely old oak and ash trees, full of woodpeckers on a beautiful morning when four trucks

came in and we saw the chainsaws. Something snapped inside all of us. Heather, a wonderful lady who had never been on a demonstration before in her life turned to Becca and I and said, "Aren't you going to do something?" So we had no choice. We formed a line and linked arms in front of the trucks. It was the first time that Michael, 67, and Heather 62, the models of respectability, had ever done any direct action. It was an amazing feeling of solidarity and empowerment. Then Becca and I then locked on to the digger. The others kept blocking the trucks. Work was completely halted; the press arrived; then some police arrived and then more and more until we had 17 huge officers for the two of us. They left us locked on for two hours, before removing and arresting us.

No one else was willing to be arrested so we thought that the campaign was over but then a group from Oxford came over and built a tree house. The fact that people from outside had come to help us to fight for our countryside was really inspiring. It was freezing, but at huge cost to families and jobs local people managed to keep a rota going. Many had a very sharp learning curve on how the police treat demonstrators. The tide was turned though when they discovered that the security guards who were constantly filming disliked being photographed. Everyone turned up with cameras after that!



Buckinghamshire County Council had not budgeted for any security, so we were steadily costing them money. Then they went for a terrifying injunction on the land, so that if

anyone in connection with protest against the bypass stood on certain areas they risked two years in prison or having all their assets taken. This backfired: Hugh Arnold very bravely put his name as a defendant and we went to the High Court. Thanks to Road Block we were met by the Guardian and the Daily Telegraph. Bucks County Council again spent thousands with no success and we got superb publicity.

Then just when we couldn't fill the tree house any longer, eight people from Scotland, some as young as sixteen, turned up and built eight tree houses. Again strong bonds between the activists



and the locals were formed. We might not be destroying the road but prejudice and barriers were being blown apart. Work on the road was definitely being held up. And again Bucks CC dramatically overreacted. After a week of relative calm, with security content to merely film us, 80 security guards, 30 police, four mounted policemen, High Court Sheriffs and tree climbing bailiffs moved in. However thanks to a tip off the activists had left. Luckily the press, instead of accusing protestors of running away, loved this. It made Bucks CC look like fools as it was obvious that they had spent nearly £100,000 on nothing.

The money aspect is important as it is the only thing that will make those really committed to road building think very carefully before they plan more roads.

Alas the trees are all cut down on the route, so that unless a large group of activists turn up this battle is over. The local Lib dem councillors who had been in power for years got voted out. So a tiny victory! However the government is rolling out a huge road building programme over the whole country and we need to fight it now. In Bedfordshire the M1 widening and the Luton Northern Bypass are next. The combination of local groups and direct action can be dynamite. We need to save our countryside before it is too late!

Victoria Harvey, Linslade Bypass Protest Group

## Information For Action

The Linslade Bypass protest group can be contacted on [www.linsladeprotest.org.uk](http://www.linsladeprotest.org.uk) or [vharvey@btopenworld.com](mailto:vharvey@btopenworld.com). There are new road proposals planned all over the country. Visit [www.roadblock.org.uk](http://www.roadblock.org.uk) for up-to-date details, along with contact links for anti-road groups.



# Tre Arrow

In 2004 American environmentalist Tre Arrow fled the United States to escape trumped up charges that he had participated in an arson attack on some logging equipment.

Tre Arrow Defence Committee: Tre has been incarcerated for the last 11 months essentially because of the political nature of the charges in the United States. Tre has been branded an ‘ecoterrorist’ by both the corporate media and the FBI. In light of his ‘terrorist’ status Canadian Judge Dohm, who is overseeing Tre’s extradition to the US, has set an unheard of \$300,000 dollars bail...

‘Ecoterrorist’ was not a creation of the FBI or any other government organization. It was actually coined by Ron Arnold, a propaganda specialist and vice president of a “public interest” outfit called The Center for the Defense of Free Enterprise. His role is to discredit and dismantle the environmental movement, and the media is his weapon of choice. From the start, his organization has been feeding the media with the “information” that they use to justify labeling Tre...

The media... are not only using the term ‘ecoterrorist’ to describe Tre: they are refusing to use words like ‘accused’, ‘alleged’ or even ‘suggested’ when discussing his case... implying that he has had his trial and already been convicted for some awful action that killed innocent people... Tre has never stepped one foot into a court room to face these charges... And the accusation involves burning logging equipment, not blowing up the Empire State Building!...

These big corporations are extremely important for West Coast capitalism; protecting business-as-usual is important to the government and the FBI... The FBI calls one half of the environmentalist movement ‘ecoterrorist’ and other half ‘pacifist’ and then steps back and watches us fight amongst ourselves, effectively diverting our attention from the main cause, namely saving the environment...

Some... environmental groups like the Earth Liberation Front (ELF) have defended the environment through property destruction, but no ELFer who has been caught has ever been charged with ‘terrorism,’ even though the FBI has labeled the ELF America’s ‘Number One Domestic Terrorist Threat.’

Legally their actions do not fall under that designation. So why does the term ‘eco-terrorist’ continue to circulate? It’s because the FBI and capitalist propaganda groups like The Centre for the Defense of Free Enterprise are pushing the term in the mass media...

Imagine you are a potential juror in Portland, Oregon, where he is to be tried. For the last three years you’ve been bombarded with the term ‘ecoterrorist’ every time you read a story about Tre Arrow. ‘Ecoterrorist Tre Arrow’ did this and ‘Ecoterrorist Tre Arrow’ did that... How, then, can you sit in a jury box and honestly judge his case?...

The only evidence is the testimony of... Jacob Sherman. It was Sherman who told the FBI after four days of interrogation that Tre Arrow was the master mind behind Sherman’s decision to burn logging equipment in 2001... For this he has received an extremely light sentence: 41 months in jail... So now Tre faces up to 80 years in prison on a string of related charges... And he has an alibi who can account for his whereabouts on both evenings when Sherman burnt the logging equipment...

## Information For Action

Write to Tre Arrow c/o Rudolf J. Kischer, Embarkation Law Group, Box 26, 609 West Hastings Street, 6th Floor, Princess Building, Vancouver BC, V6B 4W4, Canada  
Contact the Attorney General of British Columbia, Canada:  
Honourable Geoff Plant,  
PO Box 9044 STN PROV GOVT  
Victoria, BC, V8W 9E2, Canada  
geoff.plant.mla@leg.bc.ca

# Where Squirrels Dare

From a communique the EF!AU received from Red Squirrel:

It’s an area of outstanding natural beauty and the bastards are eating it.

Cannock Chase is being sold by the metric tonne. We are defending it and call on squirrels everywhere to come to the Chase, enjoy what is good, disable what is bad.

Target the RMC (Rugby Midland Cement) and Hanson Aggregate quarries. The objective is to close them down. It is the quarry companies that have made a commodity out of its substance and are literally selling it off. Its sand and gravel, which together with its elevation, make it so special; easy prey for greedy businesses. What they excavate from the Chase supplies road-buiding and other developments which destroy other environments.

Have no fear, the usual campaign methods of reasoning and negotiation have been and are being tried. Have no great expectations for those methods, the bastards are not shifting while it pays to dig. So let us cost them so it pays to go away.

One night this Spring, the squirrels met under the moonlight on the Chase. They came up with a plan. They offer this plan and urge all squirrels everywhere to pay a visit.

Come breathe in the beauties of the Chase.  
Spend time with the buzzards and the deer.  
Walk amongst the oaks.  
Fuck under the open skies.  
Drink, relax, chill.  
And leave behind disabled diggers.  
Glued-up locks.  
Trashed cameras and smashed lights.  
Put some wildness back into the wilderness.

Love to you all, Red.

## Information For Action

RMC site:

Nearest towns: Cannock, Rugeley, Stafford. Stafford is good for rail connections.

Map references: Ordnance Suvey Explorer 244: Cannock Chase and Chasewater. SK015181 (quarry main gate). A public footpath runs west through the site. Quarrying activity is on the north side of this path.

As at June 2005, no security on site. Lights and CCTV cameras primarily protecting diggers etc. CCTV cameras are monitored 24 hrs, at least 1 infra-red camera and light. Shame if they got broke a little. Loads of fencing, nice easy target. Only one entrance to the site, only one gate, only one padlock, only one prepared roadway to the workings.

Hanson site:

Map references: SJ976149 (site main entrance). At the South Western corner of the Chase, next to the A34 and B5012

As at June 2005, no security on site. Covered by Mayflower Security, which may use dogs, but no doggies reported by squirrels and it is a very big site and Hanson have helpfully provided a two-metre high perimeter fence to protect the legging eco-teur from dog pursuit. At intervals there are heavy gates, about 8 in all. Call that 7, somebody ran off with one. There is a well used track alongside the boundary. You can see the conveyer belt, what a shame if that got broke a little. Some key infrastructure units are helpfully pointed out by being surrounded by metal security fencing. At two points there are collections of rather important equipment, protected by rather expensive cameras and lights.

# Nonsense On Stilts

We have seen some crazy road building schemes in our time. But the M74 extension, which passes through part of Southern Glasgow, may just take the biscuit.

Suspended 40 feet off the ground on stilts, the road is currently set to become Scotland’s most expensive transport project, at £1billion. Like the Thames Gateway Bridge, the project involves bulldozing through poorer districts to save the time of the better-off; effectively relegating the immediate effects of private transport onto those least able to afford to use it. At the public inquiry, the ruling found that “those living along the route would suffer from the adverse environmental impacts, with little benefit, while the main advantages of the new road would accrue to non-resident vehicle users passing along the new motorway, and to businesses located mainly outwith the area.”

On top of this, the inquiry found that the M74 “is expected to increase vehicle trips in the Glasgow area by a further 1.5-2.5%”, resulting in an increase in CO<sup>2</sup> emissions “by about 135,000 tonnes a year (an increase of 5.7% in the study area)”.

But it gets worse. The prospective route would set the motorway through the heart of an area previously used for dumping toxic waste. Put simply, this road scheme is an ecological disaster area.

Joint Action against the M74 (JAM74) is the local group formed to oppose this ludicrous road scheme. Despite winning their public inquiry, the road is still to go ahead; JAM74 have appealed against the decision and have started a ‘Beat the Bulldozers’ pledge scheme, with great success. Should the Executive go ahead with the road project, JAM74 is promising direct action to halt the construction.

Following the decision to ignore the inquiry, members of the coalition arrived in court dressed as Pantomime Dames, to highlight the farcical nature of the Executive’s decision. JAM74 chair, Will Jess, stated that “It’s a mockery of the process when the road is to get built when there’s been no consideration of the alternatives. It’s absurd that the Executive is road promoter, planning authority, appoints the inquiry reporter and takes the final decision. It’s certainly preposterous that the First Minister, a keen advocate of the M74, is both judge and jury!”

Talk about corruption: the Programme Officer for the public inquiry, appointed by the Scottish Executive, is a civil servant from one of the road promoters (Glasgow City Council); his position is being paid for by another promoter of the road, the Scottish Executive trunk roads authority. So not in the least bit biased...

Groups in Scotland, or those visiting during the G8, could do worse than popping down to Southern Glasgow, and paying a visit to the M74. Long-term, there are reported to be numerous squatable buildings along the proposed route; perfect for digging in for a while. Assuming there are no further delays, construction work is set to begin in spring 2006.

## Information For Action

Contact JAM74 on [www.jam74.org](http://www.jam74.org), [info@jam74.org](mailto:info@jam74.org) or at PO Box 3751, Glasgow, G42 8WR.

The M74 route is walking distance from Glasgow Central or Rutherglen stations, and passes through the Rutherglen, Oatlands, Gorbals, Govanhill and Eglinton Toll regions.

"Isn't it a sad and bitter irony that those who were once predicted to be the gravediggers of Capitalism, the Western working classes, are now the foot soldiers in the war against the planet"  
- Trevor Blackwell

## Rosspport 5 Freed!



After 94 days in prison, the five farmers who stood up to Shell's plans to take their land and build a pipeline past their homes have been released. The five had been charged with contempt after refusing to give their land over to the multi-national.

Shell had purchased the royalties to a huge natural gas reserve from the Irish Government for £500 (despite its estimated value of £5 billion), and planned to build an on-shore refinery on a bog and a pipeline running through marshy land with a history of landslides. Emissions from the refinery will affect the nearby Carrowmore Lake, source of the regional water supply, home to seven types of whale and dolphins and two species of seal.

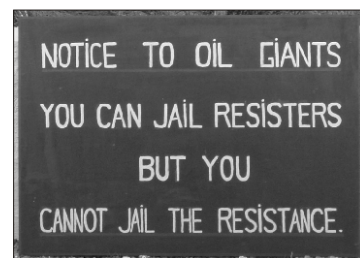
Already in trouble for commencing work on the pipeline before being given permission to, Shell then brought out an injunction against those residents who dared to oppose their Compulsory Acquisition Orders on their land. Worried about the high pressure pipeline being prone to leaks and spills, and unhappy at the way the Government had sold their community down the river, the farmers refused to budge, and so were sentenced for contempt.



After the five men were arrested, residents and activists came together to establish the Rosspport Solidarity Camp, in a field adjacent to the land Shell wants to occupy. Throughout the summer, activists used the camp to protect the land from any encroachment by Shell, to guard, picket and blockade the Shell compound. Similarly, locals at the proposed refinery site at Bellanaboy had begun blockading.

The two campaigns fed into each other, as activists (most of whom had never broken the law before) learnt to resist the corporation's efforts to destroy their lives and environment.

The camp also acted as a focus, info point and a venue for visitors who come to find out more about what's going on. From Monday 22nd to Sunday 28th August the camp held Rosspport Solidarity Week ending in the 10th Grassroots Gathering at the camp. Campaigners came from all over the country to skillshare, network and take part in actions against the refinery and illegal pipeline.



In the week before the mens' release, 3,000 people marched, demanding their immediate release. As a result of the camp's actions, Shell has ceased all work on the pipeline for a year.

It was a great summer but the coming of winter forced the camp to relocate to a house in Rosspport where activists say they will be planning and working on setting up camp again, new and improved, next spring. The Rosspport Solidarity House will function in the same way as the camp, and the campaign has sworn to continue taking action until Shell abandons its plans.

### Information for Action

For more information, contact [www.shelltosea.com](http://www.shelltosea.com) or [clare@shelltosea.com](mailto:clare@shelltosea.com)

**10th Anniversary Newbury Bypass - 9th January 2006!**



# Saving Iceland Update

From a communique the EF!AU received from EF!er in Iceland:

Over the summer activists from all over Europe joined Iceland's first ever protest camp against scheduled dam construction. The camp was set up at Karahnjúkar, opposite the first of the ten dam projects that, if allowed to go ahead, will cause massive environmental destruction to the entire Icelandic wilderness.

For the first month of the camp, activists trickled and then flooded in. Actions included regular trespass on site, and two mass blockades that stopped work for several hours. Although the first of these resulted in no charges, by the second the police had grown heavy-handed, refusing to negotiate and instructing the drivers to switch on their engines, endangering the lives of activists locked on to the vehicles. The camp was raided, and police attempted to deport Internationals on trumped-up charges. Immigration refused.



The following night the camp was given twelve hours eviction notice, most likely illegally as the landowner was not consulted. However, a lack of defences (and the arrival of the elite 'Viking Squad') meant a tactical decision was made to relocate.



From a new, less convenient base on a sympathetic farmer's land, near Egilsstaðir, actions continued despite heavy surveillance. A banner was hung from the dam itself (mirroring one of the first EF! actions in the US) to coincide with a picket of the power station visitor's centre.

Days later, the site of the Alcoa power station at Reydarfjörður was hit with an occupation and crane-sit.

Under repressive surveillance, the camp moved to the Icelandic capital, Reykjavík, for a series of public-awareness actions. By this point the police had obtained a list of names for instant deportation, and were snatching individuals off the streets on suspicion of being activists. The legality of this is being challenged.

After most of the Internationals had left, protests continued at the International Aluminium Conference, the second that year to be hosted in the city. Noise demos, roof-sits, banner hangs and an electronic blockade made the industrialists feel thoroughly unwelcome (although this time they avoided a yogurt bath!).

A book of the year's events is being produced, with plans underway for a second protest camp once the snow thaws. See [www.savingiceland.org](http://www.savingiceland.org) for campaign updates.

## Parklife Set Up Camp Bling

Southend anti-road activists Parklife have taken to the trees to oppose the proposed F5 road scheme. Having occupied the offices of the Department of Transport, the campaigners have set up a long term anti-road urban tree sit, Camp Bling, which they intend to occupy until the plans for the road are dropped.

More than 20,000 signatures were submitted by local residents and groups against the road (compared to just 16 responses in support) during a public consultation held by the local authority. The scheme requires the felling of 113 trees, and the use of 3000m<sup>2</sup> of public open space, including the burial site and part of the adjoining Priory Park, to accommodate new carriageways, footpaths, and associated highway utilities.



Parklife have put a call out for activists to join them at the camp, and for treehouse-related supplies. Contact the camp for more details.

### Information for Action

For directions to the camp or more information, contact 07817 182394, [www.savepriorypark.org](http://www.savepriorypark.org) or email [priory-parklife@yahoo.co.uk](mailto:priory-parklife@yahoo.co.uk)

## Oppose M1 Widening

No Widening M1 is a newly launched campaign opposed to £3.5 billion being spent on encouraging traffic growth. As most of the expansion will occur within the existing boundaries of the M1, the campaign can concentrate on issues such as climate change, oil scarcity and air quality.

The government is predicting a 50% increase in traffic on some section of the M1 by 2011. Air quality is below standards set by the EU to protect human health in areas alongside the road. There is no way air quality will improve with two extra lanes, and people in nearby communities are already suffering from increased rates of respiratory disease, throat and eye irritation and the effects of constant traffic noise.

The group is building community links, and encouraging groups up and down the length of the country to get involved. Postcards, leaflets and other resources are available. Direct action is planned; contact the group for more information.

### Information for Action

For more information contact [www.nowideningm1.org.uk](http://www.nowideningm1.org.uk) or read the leaflet in this issue

## Greenpeace GM Activists Acquitted

13 Greenpeace climbers, who boarded a ship bringing GM grain into the UK, were acquitted in Cardiff Crown Court.

## Sainsbury's GM Activists on Trial

5 activists who blockaded a Sainsbury's depot in an anti-GM action are on trial in Bristol on aggravated trespass charges.